the Government. It was settled at a conference with the Director of Agriculture. He has arranged for a compact block of 200 acres to be planted for the purpose of obtaining green-leaf manure. He has also been able to distribute a lot of seeds. The Forest Department too has received instructions to make as much green-leaf manure available as possible.

2. In regard to the second point, *i. e.*, the opening of cart roads through paddy lands and along channel embankments, each case has to be decided on its merits. There is no laying down a general rule on the subject. The Chief Engineer has to inspect each spot and see whether it would be possible to find suitable lands.

3. In regard to the construction of a tank at the tail end of the Tovala channel and improvement of existing ones, the Chief Engineer says that all the useful old tanks are being preserved and maintained for storage of water. He is already investigating the matter of improving the tank at the tail end. So you can take it that the Chief Engineer has got that in hand at present.

4. In regard to the reduction of heavy assessment on *pandarapattam* lands, it has first to be established that the assessment is excessively heavy, and, in any case, the revision of the assessment must stand over and be an item in any general resettlement of the country that may take place.

5. Your representation regarding salt culture will receive consideration.

47. Agricultural improvements with special reference to Central Travancore.

MR. DEVARU VASUDEVARU (*Member, Jenmi, Quilon Division*) first referred to the means of improving the paddy cultivation of certain portions of Central Travancore. These were (1) improvement of the Illimala *todu* which coursed through the Pandanad *pakuthi* and (2) improvement of the Mannar road. In regard to the former, he said that it was useful for the proper cultivation of 7,000 *paras* of *punja* lands and 10,000 *paras* of double crop lands, which had since become silted up. The result was that during the month of Kanni, crops were spoilt through stagnation of water and during Makaram through scarcity. The *todu* should therefore be deepened and rendered useful again. In regard to the Mannar road, he said that, if improved, it would be helpful to the cultivation of the 17,000 *paras* of paddy lands referred to.

Next, the question of the improvement of the *punja* cultivation in Kuttanad was taken up. Besides destroying the bacteria which happened to be the hindrance to effective cultivation there, it was necessary to open up the Cherimuttu *todu* which promoted the cultivation of the *punja* lands in Talavadi, Anaparambu, Edattuva, Champakulam and other places.

Besides these, the Member made the following general suggestions :—

(i) Agricultural demonstration farms should be opened in each taluk.

(ii) Experimental and demonstration farms should be attached to the schools as in Germany, America and other countries.

(iii) More manure depots, cattle farms and seed depots should be opened.

(iv) Agricultural boards should be established and exhibitions arranged.

(v) Most important of all, the officers of the Agricultural Department should move freely with the agricultural population in the rural areas and advise them in agricultural matters.

DEWAN'S REPLY : Mr. Devaru Vasudevaru, as you gave no hint at all when you gave notice of the subject as to what the nature of your representations would be, it is not possible to give a definite answer to you except in respect of one item, *i. e.*, Illimala *todu*. In respect of that *todu*, an investigation has been made and an estimate is being prepared.

48. Agriculture in the Pattanapuram taluk.

MR. C. PERCY BHANU (*Member, Pattanapuram taluk*) made the following suggestions for the development of agriculture in the Pattanapuram taluk, which was the only *puduval* taluk in the Quilon Division.

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The Disafforstation Committee should contain a representative from Pattanapuram. The lands already disafforested should not be granted to syndicates or co-operative societies but assigned in small blocks to real cultivators. Most of the *puduval* lands in the taluk were recorded as *poramboke* at the time of the revenue settlement. The Peishkar had to sanction the transfer of *poramboke* to *tarisu* before steps could be taken by the Tahsildar to register it. The Tahsildar was also the local Magistrate and could hardly find time to make local inspections twice or thrice in respect of each application. Orders should therefore be issued for the transfer to *tarisu* of all assignable *porambokes* except those attached to roads, rivers, temples, etc. Care should be taken to see that before a block was assigned to various persons, access was provided to all the plots registered and that the directions contained in the *Puduval Rules* in the matter of gradients, etc., were followed. Responsible and capable men should survey the lands ; and efficient check by the Tahsildar or Revenue Supervisor should be insisted on. Reserved forests formed three-fourths of the area of the taluk. The old boundaries of these forests required readjustment in the light of altered conditions and to prevent damages from wild animals and forest officials. The reserve near Punalur, and those at Karavalur, Punnala, Karur, Puravantur, Kamukuncheri, Vadavur and Pattazhi should be set free for assignment. The local sandy tracts of Maravanchira and Martandankara should also be disafforested, and the latter converted with advantage into an agricultural farm. The lands adjoining the Punalur-Kayankulam road, Quilon-Shencotta road and Trivandrum-Shencotta road should be made available for assignment. The Government should instruct the Forest Department not to withhold from the ryots owning wet lands adjoining reserves the privilege of using two chains width of land. Taluk Magistrates should be authorised to grant licenses under the Arms Regulation. The improvements to the Pulaman *todu* and the construction of a dam are necessary. The dam near the Punalur paper mills led to the accumulation of water in the higher reaches with considerable damage to crops, buildings, etc. Agricultural loans should also be issued through co-operative societies to benefit the poor ryots. The absence of communications was the greatest difficulty of the people. Marketing of goods and transport of manure were at present attended with insuperable obstacles. The Anchal-Minkulam road, the Kunnikod-Anchal road and the Kunnikod Yenattu road *via* Pattazhi should be made fit for cart traffic. Two small bridges and three culverts were necessary on the first road which went up to Anakulam and would provide easy access to Kulattupuzha. The alignment of the second appeared to have been altered. The road to be taken *via* Chakkuvarikkal through the original route passed through populous areas and the people were ready to surrender the lands required. A branch road, one and a half miles long, would serve Chakkuvarikkal. The third road was constructed by the people at a cost of more than Rs. 3,000 besides the price of lands surrendered. One small bridge, two culverts and a *junghar* were required on this road. Through communication along this road would open up the country, including such places as Talavur and Pattazhi.

DEWAN'S REPLY : Mr. Percy Bhanu, in regard to certain points you referred to in the course of your representation, I was unable to see any direct connection with the development of agriculture. I do not, for instance, see the bearing on it of gun licenses.

2. You wanted an anicut on the Pulaman *todu*. The matter is under consideration. With regard to the improvement of the Anchal-Minkulam road, that has to be referred to the local officers for investigation. In respect of the Kunnikod-Adur road, one section from Adur to Pattazhi has been constructed and the other section from Kunnikod to Pattazhi will be estimated for. In regard to the Anchal-Kunnikod road, an alignment *via* Chakkuvarikkal was originally designed during the time of Chief Engineer Mr. Bastow, but the people objected to that alignment, and the present Chief Engineer is going to investigate the question of another alignment on the spot. He will also consider the question of carrying the road *via* Melila.

The Assembly adjourned at 5-4 P. M. to meet again at 11-30 A. M. on Thursday, the 25th February, 1926.

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